CLASSIFICATION [redacted] 25X1

CENTRAL INTELLIGENCE AGENCY REPORT NO. [redacted]

INFORMATION REPORT

CD NO

COUNTRY USSR (Moscow Oblast)

DATE DISTR. 10 Mar. 1952

SUBJECT Plant No. 165 in Moscow

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25X1 PLACE ACQUIRED [redacted]

NO. OF ENCLS. 2 (3 pages) LISTED BELOW

25X1 DATE OF 25X1 INFO. [redacted]

SUPPLEMENT TO REPORT NO.

[redacted]

THIS IS UNEVALUATED INFORMATION

25X1 [redacted]

1. The plant designated Zavod No 165 was located in an eastern suburb of Moscow east of a cobble-stone street which led to the town center about 10 km away. The double-track elevated railway line ran along this street. The nearest elevated railway station was not far from a new large stadium. Another landmark was a large old church which was located half way between the new stadium and the plant. *

2. The plant, an old establishment, had no railroad connection, and it received its power from outside. ** The plant's first turbojet engine test stand was put into operation in July 1947. The foundations of the second turbojet engine test stand were completed in February 1948. The stands were housed in two rooms of a garage. Each room was about 5 meters wide and open in front and in back. Installed in each room was a concrete foundation, about 3 x 5 meters large, extending about 2.5 meters below the surface and standing about 30 cm above the surface. Both foundations were provided with fastening devices.

25X1 [redacted] not observe the installation of the test stand equipment. After one test stand was put into operation [redacted] an iron frame, similar to 25X1 the undercarriage of a sewing machine, was mounted on the concrete pedestal. The turbojet engine was fitted on this frame.

3. A tarpaulin-covered jet power plant of undetermined origin was towed to Plant 165 on a special trailer in June 1947. Some days later the jet power plant was put into operation for the first time. [redacted] the founda- 25X1 tions of the second test stand, right next to the first stand, observed that the jet power plant was in use at various times during the following days and weeks. The potato and vegetable plants which grew behind the open test stand were entirely burnt by the hot jet. When the jet power plant was set running, a hissing noise was heard like that of compressed air coming out. This noise was followed by a low buzzing sound which gradually rose to higher pitches. A white to grayish smoke was given off for a short time when the jet power plant was started.

4. In Plant 165's foundry were cast two kinds of light metal turbine blade wheels, one kind about 30 cm and the other 60 and 40 cm in diameter. *** The casting and the polishing of the castings with steel brushes was done by hand.

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25X1 [redacted] the castings had pores and holes. The day shift cast each day approximately three to four wheels 80 cm in diameter, eight to ten wheels 60 cm in diameter, and eight to ten 40 cm in diameter. Aluminum pieces consisting of two wheels connected by an axle were also cast in the foundry. ** Slightly curved steel blades were fitted into the aluminum wheels by plumbers (Klempner). In addition, gray cast iron wheels and open wheels with four spokes were cast in the foundry, as were disk wheels, which, 40 and 60 cm in diameter, had four round holes. The foundry also produced sizeable quantities of light metal bolts with flat and round heads, about 1.5 cm in diameter and 12 to 15 cm long. The turbine wheels were packed in crates and trucked away.

5. All raw materials, which generally came only in very small quantities, were trucked to the plant. Among other materials, aluminum ingots, 10 x 15 x 40 cm, crude iron in square ingots, and scrap iron were seen.

6. At Plant 165 an estimated total of about 150 Soviets, including about 50 women, worked in each of the two shifts, the day shift working from 8 a.m. to 6 p.m. and the night shift from 6 p.m. to 8 a.m. Civilians, men and women, guarded the plant area. The workers had to show their passes at the guardhouse. The test ground was separately fenced-in and especially watched by civilian guards.

25X1 * [redacted] Comment. The pin-point location of the plant could not be determined on the basis of this report. If the stadium mentioned is the Lenin Stadium the nearby station would be the Chemisovo elevated railway station. The plant may accordingly be located at about the same place as previously stated by [redacted]

25X1 ** [redacted] Comment. For layout sketch of plant see Annex 1.

25X1 *** [redacted] Comment. For sketches of products see Annex 2. The light metal turbine blade wheels may have been wheels of the compressor system. The statement that steel blades were fitted in aluminum wheels seems incredible. The turbine blade wheel reproduced on sketch 4 of Annex 2 also seems incorrect. The statements were made from memory and so are not entire reliable, particularly since the observations date rather far back. Nevertheless the report may be considered as confirming the existence of Plant No 165 and the manufacture of jet power plants there.

Annexes:

1. Layout Sketch of Plant No. 165 in Moscow with Legend
2. Four Sketches of Parts Manufactured at Plant No. 165